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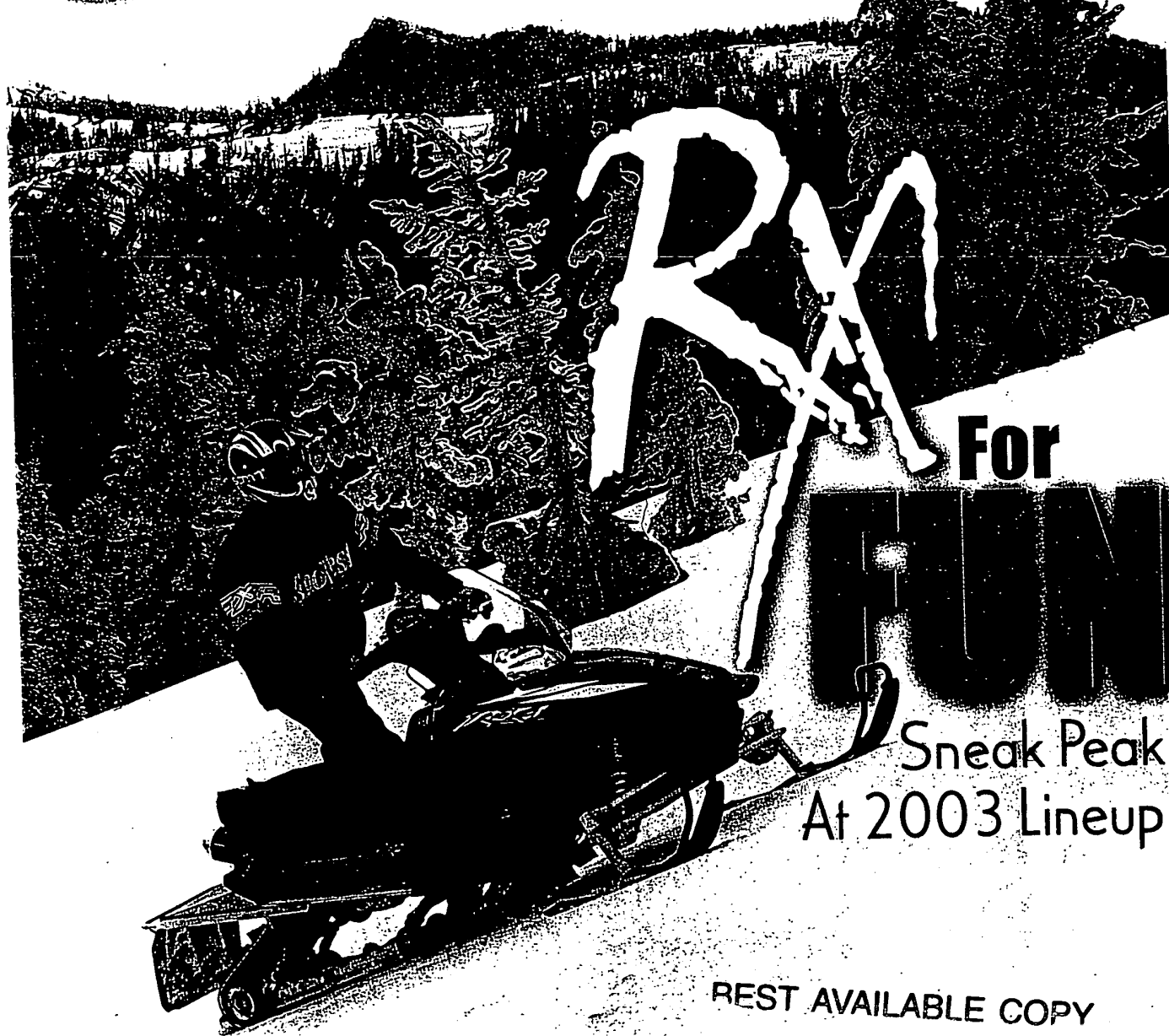
TIPS TO MAKE YOUR SLED RUN BETTER

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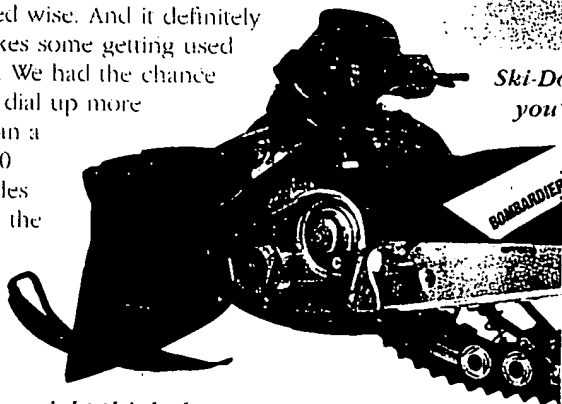
Plus:

Results of Deep Powder Challenge

Pay Attention Class

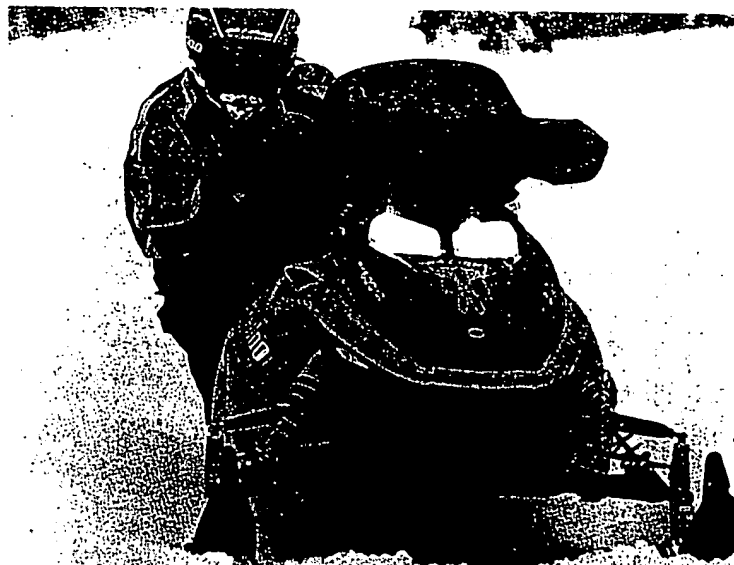
Now, if you've been asleep at the wheel or just haven't paid any attention to snoocross racing, or you didn't read my column in the February issue of *SnoWest*, then you really didn't see the REV coming down the trail. And you might have missed the train, but we'll slow it down for you and catch you up on the latest.

The latest is Ski-Doo's new REV platform, home of the MX Z (X package—spring only—and Sport package). There are a lot of unique features about this trail sled, but one of the most interesting is the driver position. It's pretty much unlike anything you're familiar with, at least sled wise. And it definitely takes some getting used to. We had the chance to dial up more than a 100 miles on the



You might think the new MX Z REV has wings, but its really just the side panels that open so you can get to the clutches and motor.

REV and it took two or three hours to get used to the rider position. The seat position practically forces you to ride right up front. That helps keep the center of gravity low and right in the middle of the machine, improving handling immensely. The rider sits 12 inches more forward the front of the sled than on a conventional machine.



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Ski-Doo's radical new trail sled, the MX Z REV is unlike anything you've seen on snow before. And it rides unlike anything snowmobile-related. It takes some getting used to, but once you do, this is one sweet ride.

Those two areas were part of the goal of Ski-Doo when designing the sled—new ergonomics and mass centralization. To help on obtaining the lower center of gravity, the motor has been moved 2.6 inches back and 1.25 inches lower. The other goal was to reduce weight. The new MX Z tips the scales at 454 lbs., 20 lbs. lighter than the present ZX chassis.

There are a lot of things you'll notice about the machine when you look at it, but one that might catch your attention is the A-arm front suspension, or Response Angle Front Suspension, as Ski-Doo calls it. You can either choose the REV/MX Z with either an 800 or new 600 H.O. motor.

Clean Engines

Speaking of motors, we've reported in past issues on Ski-Doo's Rotax V-1000 four-stroke motor, so that's not a huge surprise, but the Rotax 2-TEC 800 SIDI is a nice surprise. This light, compact motor has the same power as a 793 twin and reduces fuel and oil consumption by up to 25 percent. More importantly it reduces hydrocarbons by 50 percent. Other features include electronically controlled knock sensors, a pair of injectors and e-Rave, which senses throttle position, temperature, altitude, engine temperature and engine rpm, and then makes adjustments to optimize performance.

Ski-Doo has many other features and colors and we'll have a chance to review all this after we get a chance to ride the sleds in mid-March. *



Making that all important corner longer means the power and snow is an improved 11.2 ft. frame, clutch, which Ski-Doo hopes will keep climbing easier, as they

this revealing overlay shows the riding position on a REV platform (red) versus the position on a MX Z (blue). Notice how far forward the REV rider is and the sitting position.



Hey, haven't we seen this before? Yes, but Ski-Doo is throwing its own little twist into the A-arm front suspension. Dubbed the Response Angle front Suspension, it's 10-degree backward motion better disperses bump forces to the shocks, springs and chassis.

